

The Hongkong Telegraph.

(ESTABLISHED 1851.)

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THURSDAY, DECEMBER 12, 1907.

四年四
第二十月二十英港香

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP.....\$14,000,000

RESERVE FUNDS.....\$15,550,000

Branches and Agents.

TOKIO. CHIEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOUANG.
HONOLULU. MUKDEN.
HOMIWA. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit—

For 12 months.....5% p.a.
" 6 "4% " "
" 3 "3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....\$1,250,000
ABOUT MEX \$6,000,000
RESERVE FUND.....\$1,250,000
=ABOUT MEX \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP.....\$10,750,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Galicia Hamburg Hankow
Kobe Peking Singapore Tientsin
Tianfu Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleischroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [24]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ,

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L3,750,000).

RESERVE FUND Fl. 5,378,375

(about £48,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Paleongan, Paseroean, Tjilatjap,

Padang, Medan (Del), Palembang, Kota

Radjé (Acheen), Bandjermas.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2% per

annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" " 6 do. 4% do.

" " 3 do. 3% do.

J. L. VAN HOUTEM,

Agent.

Hongkong, 16th November, 1907. [25]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RUSHFUND—

Sterling.....£1,000,000 at 2/- = \$10,000,000

Silver.....\$1,750,000

= \$1,750,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COUNT OF DIRECTORS:

G. H. Moudbray, Esq., Chairman.

Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Goss, Esq.

A. Haupt, Esq.

C. R. Lemmann, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. K. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2% per

annum on the daily balance.

On Fixed Deposit—

For 12 months.....5% p.a.

" 6 "4% "

" 3 "3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th August, 1907. [24]

ON FIXED DEPOSITS:

For 1 month.....1% per Cent. per Annum.

" 3 months.....1% per Cent. per Annum.

For 12 months.....1% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th January, 1907. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per

Cent. per annum.

Depositors may transfer at their option

balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th January, 1907. [25]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$800,000

Shortly to be increased to £1,200,000

RESERVE FUND.....\$1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS.....\$800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2% per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

" " 6 "3% "

" " 3 "2% "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (L3,750,000).

Subscribed Capital Fl. 10,000,000 (Paid-in).

Reserve Fund.....Fl. 3,112,370.36 (L175,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samara-

rang, Indramajoo, Bandung and Weltevreden.

Shipping—Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,565 tons	Captain H. D. Jones.
" " "POWAN"	2,565 "	H. I. Black.
" " "FATSHAN"	2,560 "	C. V. Lloyd.
" " "KINSHAN"	1,995 "	B. Branch.
" " "HEUNGSAN"	1,995 "	R. D. Thomas.

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily, at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).

On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.

On Sunday and Tuesday..... 2 night " " 11 P.M.

On Monday..... 2 " " 10 and 11 P.M.

On Wednesday..... 2 " " 10 P.M.

On Thursday..... 2 " " 10 P.M.

On Friday..... 2 " " 10 P.M.

Departures from CANTON to Hongkong daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market; other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN"..... 1,651 tons..... Captain W. A. Valentine.

" " "SUI-TAI"..... 1,651 "..... G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"..... 1,881 tons..... Captain S. Bell Smith.

" " "NANNING"..... 1,669 "..... Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to BUTTERFIELD & SWIRE,

Agents, WEST RIVER BRITISH S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.**PURE CREAM BEER.**

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETT & CO.

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETT & CO.,

Agents.

Hongkong, 5th April, 1907.

Hotel.

**KOWLOON HOTEL,
HONGKONG.****NEEDS NO ADVERTISING.**World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.Telegraphic Address:
"CHEF" HONGKONG.
Telephone No. K-4.Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.Billiards and Bowling Alleys.
Moderate Terms and No Extras.

Modern Management.

O. E. OWEN,
Proprietor.**THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyds' surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebert, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.**NORDDEUTSCHER LLOYD,
BREMEN.****IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	{ "BORNEO"..... Capt. F. Sembill.....	TUESDAY, 9 A.M., 17th Dec., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	{ "PRINZ REGENT LUFTPOL"..... Capt. H. Kirchner.....	WEDENESDAY, Noon, 18th Dec., 1907.
SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA	{ "PRINZ EITEL FRIEDRICH"..... Capt. E. Malchow.....	Around WEDNESDAY, 18th Dec., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	{ "MANILA"..... Capt. Minssen.....	THURSDAY, 5 P.M., 2nd Jan., 1907.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL	{ "SACHSEN"..... Capt. Woltemas.....	About WEDNESDAY, 25th Dec., 1907.
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For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,**

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th December, 1907.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAHIT	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.Telephone No. 375,
YORK BUILDINGS, 1st Floor,
Hongkong, 10th December, 1907.**Dentistry.**

TSIN-TING.	DR. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY
LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEES. Consultation Free.	From the University of Pennsylvania, U.S.A. (See Hongkong, 16th April, 1907.)

CHINA'S NEED OF EDUCATION.

What grand opportunities China holds out to her foreign-educated youth! In every field of human endeavour there is room for all. There is no crowding in the universities. There are twenty-two provinces, with Mongolia and Tibet, larger in extent of territory than the whole of Europe or the United States, to be covered with a network of steel. Thousands of engineers are needed to build all the railroads required to meet the present demands. The rapid introduction of foreign machinery for the internal improvement and development of the country creates an unlimited demand for mechanical, mining and electrical engineers.

The mining resources of China have hardly been touched. The various industries

are being constantly reorganized on a modern basis. China also needs teachers.

The old basis of education has been found wanting, and a new system has been instituted. The results, I must say, have not been altogether satisfactory, for the men who are competent to carry out educational reforms in China are very few in number.

China has suffered, from nothing so much during the last fifty years as from want of men well equipped to conduct the foreign relations of a great country.

To be respected by other nations she must be represented in her relations with them by men who can command respect at home and abroad. Hence the diplomatic and consular service is an inviting field for young men with a foreign education.

Chinese Charge d'Affaires at Washington, in *Leslie's Weekly*.**For Sale.****O. C. MOOSA,**

Intimation.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS

Powell's
Bazaar

ANIMALS

POWELL'S

BAZAAR

DOLLS

50 CENTS TO \$1.50 EACH.

POWELL'S
BAZAAR

GAMES

POWELL'S
BAZAARFANCY
GOODSPOWELL'S
ALEXANDRA
BUILDINGS.

1100, 1101, 1102 December, 1907.

To Let.

TO LET.

CROWSNEST, Barker Road; unfurnished or partly furnished.

Apply to—
C. L. GORHAM,
3, Pedder Street,
Hongkong, 2nd December, 1907. [1048]

TO LET

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

A TOWERLEIGH, Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VECUS ROAD, next to the Hongkong Hotel.

FLATS in MORATON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [1620]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [1620]

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—
THE COMPRADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd., Connaught Road Central.
Hongkong, 2nd October, 1907. [1940]

TO LET.

NO. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 16th October, 1907. [912]

TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright, and airy Rooms. Rent moderate.

Apply to—
"Y. Z."
G/o Hongkong Telegraph,
Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5, MORRISON HILL.
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.Apply to—
JARDINE, MATHESON & CO., LTD.
Hongkong, 19th October, 1907. [1933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPRADORE,
Harrold & Co.
Hongkong, 14th October, 1907. [1665]

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,000,000.)

Loans on Mortgage of House Property, &c. Goods, received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 2nd December, 1907. [1921]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 2nd June, 1907. [1045]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is a condition of the body as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost innumerable), it is a phenomenon much the same as the "nerves," but it is a state of depression or prostration, of weariness, of depression of spirits, and want of energy for all the ordinary tasks of life. Now, what is absolutely essential in such a case is a restorative.

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and to prove that as night succeeds the day, so it may be more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION NO. 3, than by any other known combination. Now, as it is taken, in accordance with the printed directions accompanying it, will the shattered health be restored.

THE INSPIRING LAMP OF LIFE

LIGHTED UP AGAINST

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless.

This wonderful medicament is purely vegetable in origin, and is therefore entirely suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or debility, whose most marked features are those of debility, in which it would not be permanently benefited by this never-failing recuperative vesicant, which is designed to cast into circulation everything that had preceded it for this purpose, and to restore the body to health.

THERAPION

is sold by Chemists throughout the world. Price in England, £1.50 per bottle. In Hongkong, £1.50 per bottle. "THERAPION" appears on British Government Stamp in white letters on a red ground, affixed to every package by order of His Majesty's Government, and without which it is a forgery.

Gold by all Chemists.

[1048]

THE CHINESE AND THE PHILIPPINES.

FROM THE SMITHSONIAN INSTITUTION
AT WASHINGTON.

That the world-renowned trick of bargaining for "as much land as a cowhide will go around," and then cutting the skin into narrow strips and making a long rope of it, was known not only at the founding of ancient Carthage and the settlement of the Dutch, the state of New York, but was played by the Spaniards in establishing the city of Manila, is only one of the interesting traditions recorded by Dr. Berthold Laufer in a paper just published by the Smithsonian Institution, entitled "The Relation of the Chinese to the Philippine Islands," the account is based upon a study of original official Chinese documents, which contain much material relative to the early history of the Philippines hitherto unpublished in any but the Chinese language. Philippine historians, so far as is known, have without exception to the present time, gained their information from early Spanish sources.

FOUNDING OF MANILA.

In connection with the founding of Manila, the tradition recorded in the official annals of the Ming dynasty is translated by Dr. Laufer as follows:

"The Spanish Franks surprised the people of Luzon in strength, and for a long time interchanged commerce with them. When they perceived that the country was weak and could be occupied, they bestowed rich presents on the king and demanded a plot of land as big as an oxhide for building houses and living there." The king did not suspect any trickery, and assented. These men thereupon cut the hide of an ox into narrow strips, placed these together until they extended the length of 1,000 fathoms, and in this way encompassed the whole land of Luzon, which they then claimed, in accordance with their agreement.

The king was exceedingly taken aback, but as he had already given his promise there was no way out of it but to yield to their demand. Thus these men obtained the land, erected houses and built a city. Here they planted firearms and safeguarded it against the attacks of highwaymen. Finally they took advantage of the king's unpreparedness, came upon him unawares, killed him and his people, and took their country, the name of which was thenceforth Luxon-Spanish-Franks."

The date of the appearance of the Spaniards in Philippine waters is here given as 1573, eighty-one years after the discovery of America and thirty-four years before the first settlement by the English at Jamestown."

PAID TRIBUTE TO CHINA in 1572.

This account of Philippine history is a narrative of embassies and quarrels, of voyages of discovery and massacres by natives and others. As early as the beginning of the thirteenth century, 250 years before the Spaniards came to the Orient, the Chinese knew about Spain. A member of the imperial family at this time, collector of customs at an important Chinese port, wrote a book upon information gained from Indian Persian, Assyrian and Arabian merchants, in which he described Spain and Portugal. The island of Luxon, of course, was known to them long before the Spaniards reached the Orient, the Chinese knew about Spain.

Apply to—
"Y. Z."
G/o Hongkong Telegraph,
Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & CO., LTD.

Hongkong, 19th October, 1907. [1933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPRADORE,
Harrold & Co.
Hongkong, 14th October, 1907. [1665]

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & CO., LTD.

Hongkong, 19th October, 1907. [1933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPRADORE,
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Intimation.

A. S. WATSON & CO.,
LIMITED.

**THE GREAT
POPULARITY**

Watson's



VERY OLD LIQUEUR.

**SCOTCH
WHISKY**

HAS BEEN ATTAINED BY ITS

CONSISTENT EXCELLENCEOF
QUALITY.

IT IS A

PURE MALT WHISKY

OR

**GENUINE AGE
AND****FINE MELLOW
FLAVOUR.**

Per Case - - \$15.00

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

BIRTHS.

On 9th Nov., at Wimbledon, wife of D. A. Bellios, M.R.C.S., L.R.C.P., D.P.H. (London), daughter.

On 10th Oct., at Dunmow, wife of E. T. Bond, of Canton, daughter.

MARRIAGE.

On December 4, 1907, at Shanghai, RICHARD POLLAK to PAULA, second daughter of Mr. and Mrs. Carl Bloch.

DEATH.

On December 8, 1907, at Shanghai, HARRY WRIGHT, Chief Officer of the China Merchants' Steam Navigation Company's str. *Poohi*, from pneumonia, aged 60 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 12, 1907.

JAPAN'S FINANCES.

For a very considerable time, in fact since the conclusion of the Russo-Japanese War, those disinterested observers who have been giving attention to the financial status of the country have frequently wondered how Japan, prosperous and enterprising, though her subjects may be, proposed to meet the voluntary burdens which she assumed in the shape of foreign loans. One after another, these loans were floated in England, America and Germany; and many countries of wider area and resources but smaller influence and initiative must have gnashed their teeth in envy at what seemed to be the stupendous good fortune which attended Japan in everything she undertook. So far as it went, the success of Japan in securing ready money to proceed anew with the industrial projects which had been dislocated by the requirements of the war, was extremely satisfactory; but, of course, there was another side to the shield. To begin with, it must be remembered that Japan abandoned a costly and, if we eliminate Korea from the list of prizes secured, a comparatively unremunerative clash of arms, without having even the satisfaction of receiving an indemnity. No doubt it was very magnanimous on the part of the Mikado's representatives to waive the question of an indemnity in view of the rate which Japan had attained among the Powers in consequence of her fighting strength on the field, but whether it was business or open to discussion. With an exchange reported through the demands of the Army and Navy, with her industries and agricultural products paraded and broken or

account of the lack of labour, with her overseas trade at a standstill for want of boats or funds, Japan had naturally to seek outside aid to reconstitute her internal affairs. Unfortunately, a portion of the Japanese, who still retained some liquid capital in their possession seemed to believe that there was some maxim to the effect that a people fortunate in war are always and necessarily fortunate in business, and for a time there was a wild rush to speculate in the flotation of bubble concerns which never had the smallest prospect of success. Commercial undertakings in the same way of business proposed amalgamation, the Government promised subsidies in all directions—the money having been obtained from the European and American Exchanges and so far as Japan was concerned the millennium seemed to be at hand. The shipping companies of Dai Nippon were to swamp the oil-established lines on the Yangtze, on the China coast and, in fact, Japan was to be recognised as the commercial Mistress of the Seas in the Far East. The minor banks were as eager speculators as the veriest tyros in the street, and some of them financed phantasmal figments of the company promoters' imagination with an enthusiasm which brought about their own inevitable undoing. When the bubble burst, as it did in the end of last year, there was scarcely a bank in the country which did not stand face to face with gaunt dissolution, and those which survived did so only through the help of the Bank of Japan. All this meant a dreary outlook for the Imperial Treasury, because already the land was taxed to the utmost limit of its capacity. It was all very simple to impose additional taxes on the farmers, increase the cost of the articles manufactured under the monopolistic system of the Government, augment the duties on foreign products, and so forth, but if people could not pay those extra expenses then the Government might just as well have served an attachment on the moon. But at this juncture, when it might have been considered that the Japanese Government would have adopted a policy of retrenchment and reform, the actual policy in favour seems to be one of naval and military expansion, a fact which is viewed with alarm by all who have interests in Japan. It was not to be expected that the bankers of Japan would allow their apprehensions to run away with their good sense, but, at the same time, some pregnant remarks on this subject were made by various speakers at a meeting of the Tokyo Bankers' Club the other day. From a report which appears in the *Japan Chronicle* we gather that Baron Shibasawa clearly indicated in cautious language that it was the military programme which overweighted the national finances. Mr. Suyeda, who had the management of the Manchurian loan in hand, told of the difficulty he had in explaining to British financiers why Japan was expanding her army and navy at the close of a war which, it was asserted, had secured peace to the Far East for many years. "To us," says our contemporary editorially, "it is surprising that the financial advisers of Japan have been so long in speaking out. The late war increased Japan's national debt from 5,216,217 million yen, or, to put it in another way, a debt which amounted to Y11,27 per head was increased to Y45 or per head. Notwithstanding this enormous additional burden, and despite the claim that the war had brought peace to the Orient, the Government has since doubled its expenditure on the army and navy. In the financial year 1903-4 the expenditure on the army, with a war in prospect, was only Y40,800,000; for the present financial year it is Y111,000,000. In 1903-4 the expenditure on the navy was Y35,600,000; for this year it is more than Y82,000,000. How is it possible for Japan to stand this heavy drain upon her resources without becoming financially embarrassed? More than 87 millions out of 412 millions which forms the ordinary expenditure of the country is spent for military or naval purposes, while the annual debt charge alone reaches a total of 166 millions. Of the extraordinary budget no less than 207 millions out of a total of 294 millions is devoted to military or naval objects." It might almost be thought that in their desire to secure naval and military predominance the Japanese had lost all sense of the fitness of things. From these figures it would seem as if Japan had gone insane on the question of armaments, and the world of such insanity is that when the people begin to clamour about the taxes their attention is liable to be diverted by the discovery of some national peril which may easily mean war with another Power. Even Mr. Suyeda felt it his duty to condemn this frantic endeavour on the part of the Government to disregard the condition of the mass of the people and the interests of huge *Dzundzanglis* for the Navy and the establishment of an enormous standing army. Foreign capitalists, he recommended that the issue of more Government bonds should be postponed. There might be no subscribers for such bonds; but the right might be demanded for debentures of business companies, and it was an improbable that foreign capitalists would be inclined to invest their money in Japanese industrial undertakings. These foresters for the cause

THE P. and O. S. *Monrovia*, which sailed from London on 8th Oct., took the following species:—For Singapore, £50,000 in bar silver; for Hongkong, £63,000 in bar silver; for Shanghai, £55,000 in bar silver.

\$100 damages was awarded Yenny Yen, the barber, who brought action at the Supreme Court yesterday afternoon, against his partner, Mr. Moey, to recover \$100 as compensation for wrongfully causing his arrest and false imprisonment in November last.

At 9 o'clock this evening, at the Union Church Library Club, Mr. J. Dyer Ball will deliver a lecture entitled "Mountain, plate and pasture then and now," being a description of the changes that have taken place in the history of China during the last 50 years.

It is now asserted that the negotiations between the Japanese Government and Mr. Lemieux, the Canadian representative, were arranged at the last conference, Japan having recognised, but without committing herself to writing, the inadvisability of sending out unhealthy emigrants.

CHIU FAT, the driver of one of those ungrateful-looking chariots which are to be seen almost daily outside the Central Market, was prosecuted at the Police Court this morning, by Miss Sze, the wife of a cook at Kennedy's Stable, for negligently driving the chariot along Queen's Road Central yesterday afternoon and injuring one of her toes with the front wheel. She secured \$50 compensation.

THE War Office has its eye on the Colonial corps. The West Indian Battalion Royal Artillery, and the Cayloo-Mauritius Battalion Royal Artillery, have been disbanded, so has the Chinese Regiment, the Malta Militia, is threatened by reduction, if not extinction, and it is not improbable that the short-sighted policy which the present Administration of "economy with efficiency" (save the mark) is pursuing will lead to tampering with the Hongkong-Singapore Battalion.

On the 14th ult., at Holy Trinity, Brompton, the marriage took place of Mr. G. Guy Page, Scots Guards, and Miss Bettina Des Voeux, daughter of Sir William Des Voeux, late Governor of Hongkong. The bride was given away by her father. There were ten bridesmaids. The bridegroom gave the bridesmaids bouquets and violet enamel brooches, set with diamonds. After the reception at 35, Cadogan-square, the bride and bridegroom left for the Continent.

We regret to have to announce the death of Mr. Frederic Ringer, head of the well-known firm of Holmes, Ringer & Co. of Nagasaki, news having been received in Kobe on 30th ult. that Mr. Ringer expired at Norwich, England, at 9 a.m. on Friday (29th). There were few foreign undertakings in Nagasaki in which Mr. Ringer had not an interest, and he was one of the best-known residents in Japan. He took a trip to England last autumn, and at that time his health, despite his advancing age, gave no cause for anxiety. Much sympathy will be extended to Mr. Ringer and the other relatives in their bereavement. —*Japan Chronicle*.

A RUMOUR is current in Vladivostok that the Russian Legation at Tokio will shortly be raised to an Embassy. Mr. Bikhmelev, the present Russian Minister, it is said, will become the first ambassador, but will be immediately removed to another post; and according to what is reported, his place will be taken by Mr. Shipoff, at present staying in Japan.

In consequence of the discovery at Vladivostok of two cases of revolutionary papers on board the steamer *Mongoli* of the Volunteer Fleet from Nagasaki, one passenger suspected of revolutionary tendencies and a few subordinate officers have been arrested. The captain and superior officers are taking over their subordinates' duties.

THE net profit of the Amagasaki Cotton Spinning Company for last half-year amounts to Y50,000 in round figures. Of this sum Y50,000 has been placed to reserve for the depreciation of the value of machinery and buildings, while Y28,000 will be absorbed in a dividend at the rate of 5 per cent. per annum, the surplus being carried forward.

CHRISTMAS is coming and the lower class Chinese are not content unless they are in possession of a European calendar, which is mostly used for decorative purposes. This article costs c. 1 Chen U, a picture hawker, Sat, at the Police Court, this morning. He was found in possession of four 10-8 calendars yesterday, and his failure to explain to Detective Sergeant Watt how they came into his possession resulted in his arrest and conviction.

A FORECAST of the diplomatic changes impending in Japan indicates that Baron Chihaya, Vice-Minister for Foreign Affairs, is to succeed Baron Takahira, as Ambassador to Rome, while Baron Hayashi, Japanese Minister in Peking becomes Vice-Minister for Foreign Affairs. He will be succeeded at Peking by Councillor Ijima, of the Embassy in London, who was formerly Japanese Consul-General in Tientsin. Mr. Tsuji, Chief Secretary of the Privy Council and Japanese Representative at the Hague Conference, becomes an Ambassador and succeeds Mr. Inouye at Berlin.

As the result of the sale of work held in St. Andrew's Hall yesterday under the auspices of the Atelie de la S. C. *Georges*, the funds at the service of that institution for the maintenance and education of Chinese orphans have been augmented by something over \$1,000. We are desirous by the Mother Superior to convey our thanks to all who contributed to the success of the undertaking, to the ladies who acted as stall holders, to the tailors to the Atelie de la S. C. *Georges*, to the Star Ferry Company for granting the boat free passage, and to those who may be omitted but rendered services in connection with the work.

KOWLOON-CANTON RAILWAY SURF.**ACTION AT THE SUPREME COURT**

At the Supreme Court this morning, before Mr. Justice Wise, a contractor named Wong Tsui Fook, trading as the Wah Fung firm, of 256 Queen's Road West, brought action against Mr. G. W. Eves, as resident engineer of the Kowloon-Canton Railway, and Chung King Tong, a contractor, to recover the sum of \$60 due under a contract.

Mr. Otto Kong Sing appeared for the plaintiff Mr. F. B. L. Bowley (Crown Solicitor); Messrs. Dennis and Bowley represented Mr. Eves; and Mr. E. X. d'Almeida e Castro for Chung King Tong.

His Lordship—I see you have paid some money into Court?

Mr. Bowley—Yes, your Lordship—Mr. Otto Kong Sing—I am for the plaintiff, your Lordship. And he proceeded to state his case. In a certain action heard in the Supreme Court this year Wong Tsui Fook (the plaintiff) brought proceedings against the third defendant, Chung King Tong (the defendant) to recover a certain sum which the third defendant had received from the Railway Company under a contract. After the case had been decided, Mr. Kong Sing wrote to the Railway Company informing them of the judgment and requesting them to pay no more money to Chung King Tong. The reply he got to his letter—which he produced—was that they knew nothing of the matter. Some time after the writ was issued.

His Lordship—You mean this writ?

Mr. Kong Sing—Yes. Proceeding, he said, that at the time the Railway Company must have known that money was due and owing to the plaintiff, but they did not pay until a writ had been served on the third defendant. He submitted that no mistake had been made in joining the two defendants together, and asked for costs.

At this point Mr. d'Almeida stated that he had just been served with particulars, and he applied for an adjournment to look into the matter.

Mr. Bowley stated that the claim was under a contract signed by the plaintiff and the Railway Company, the former undertaking to make bricks at a certain price. When the writ was served all monies under the contract had been paid; but it was not until yesterday that the real position became known. Mr. d'Almeida's client (Chung King Tong) had, in the meantime, done other work for the Railway Company, such as carrying bricks.

His Lordship—Carrying bricks? That was not stated in the contract.

Mr. Bowley stated that no reference was made in the contract as regards carrying bricks. This work was outside the contract. It was also discovered yesterday that \$230 was still due to the plaintiff for extra work done and immediately this was known the money was paid into Court. With regard to the adjournment applied for by Mr. d'Almeida, Mr. Bowley objected to any such procedure, holding that the railway men had covered long distances and had been put to much inconvenience in order to get to Hongkong. If an adjournment was needed he asked that their evidence be taken to-day.

His Lordship—I don't think they are required here. If they are I will adjourn the case for a long period in order to give them plenty of time to get here. (To Mr. d'Almeida) Do you want any of the witnesses?

Mr. d'Almeida—I might want one to prove that the money is Court-belonging to my client and not to the Wah Fung.

Mr. Otto Kong Sing—As the case stands at present I would ask leave to take the money out of Court.

Mr. d'Almeida objected.

His Lordship—I am not making any further orders. The money is safe and nice where it is.

The case was then adjourned.

"LIVELY IN DANGER!"**WILD THREATS OF A WILD YOUTH**

A young man describing himself as a tourist residing at the King Edward Hotel, and a "gentleman" by profession, together with another gay young spark, who was wise enough to keep within bounds of the law, made their appearance in the Central district last night. Being newcomers, they decided yesterday to "do" the Connacht Road, was not the name as Fong Fuk knows to-day. The clicking of the weapon was heard by a Chinese detective who had gone board in search of arms, and Fong Fuk was arrested. He deposited \$50 bail at the Central Police Station, and, it is believed, he was successful in catching the boat, for he did not appear at the Police Court this morning, and his bail, the revolver, add, 43 rounds of ammunition and a dagger which were found on him in the station, were forfeited.

A WELL-KNOWN character who has been suspected by the police for some time fell into their clutches last night when he was seen leaving house No. 221, Des Voeux Road Central with a bundle of clothing tucked under his arm. As the result of some inquiries made it became known, and afterwards admitted by the thief—Li Fuk—that he had entered four houses in succession, starting on the night of the 7th instant at 215, Des Voeux Road Central to No. 221 last night, when his downfall came about. From the four houses Li Fuk secured about \$10 worth of clothing, part of which he was wearing at the time of his capture. He was sentenced to six weeks' hard labour and six hours' stocks, at the Police Court, this morning.

The Geographical Journal contains some interesting particulars of a journey across Southern China from east to west, in put-by-ways, never before followed by a European, undertaken during the last three months of 1906 by Mr. Cecil Clementi, who carried out a route survey of most of the country traversed. An original map shows that the route chosen by Mr. Clementi was of great interest, the middle part of it leading through one of the least known tracts of Southern China. The survey was begun at Hsin-chou-fu, at the confluence of the two main branches of the Si-chiang or West river, known respectively at the junction as the Pai Hoa or "North river," and the Yu-chiang or "Right river." Mr. Clementi ascended the North river to the junction of the upper branches, and then went overland to Lin-chou-hien, a further route taking him, as a general west direction, past Ching-yuan Fu and various other towns, few of them marked on ordinary maps, to Yunnanfu. At Ching-yuan-fu he crossed the route followed, in a north-south direction by Mr. C. G. Bourne in 1886, but apart from this, the route as far as Szechuan is entirely new ground. In the letter accompanying his survey sheet Mr. Clementi says nothing as to the nature of the country traversed, or the general and commercial relations of its inhabitants, points upon which further information would be welcome.

"The Imperial German Mail Line *Empress of India* arrived at Nagasaki on 10th inst., having been en route from Yokohama, Keppel and Melaka. Yesterday morning, the 11th inst., the *Empress of India* left Nagasaki for Keppel, and will arrive at Melaka on 13th inst. The *Empress of India* is bound for Australia via the Suez Canal.

The *Apia* Co.'s *City of Sydney* arrived at Yokohama on 11th inst., from Port Louis, and will leave for Keppel on 13th inst.

The *C. P. R. Co.*'s *Empress of India* arrived at Nagasaki on 10th inst., having been en route from Keppel, and will arrive at Melaka on 13th inst.

Telegrams**HONGKONG TELEGRAPH SERVICE****WEST RIVER PATROL SERVICE****AMICABLE SETTLEMENT IN SIGHT.****JOINT BRITISH AND CHINESE POLICING ARRANGEMENTS****[From Our Own Correspondent.]**

Shameen, 12th December.

2.55 p.m.

Information has been received to the effect that the Minister for Great Britain at Peking, Sir John Jordan, has consented that the patrol service of the West River shall be controlled under joint arrangements to be concluded between His Excellency the Viceroy and His Excellency Admiral Sir Arthur W. Moore.

[N. C. D. News.]

The Recall of Viscount Aoki.**UNAUTHORIZED PLEDGES.**

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

KWANGSI BANDITS
DEFEATED.

GAIANT FIGHTING OF IMPERIAL
TROOPS.

THREE FORTRESSES RE-TAKEN.
(From Our Own Correspondent.)

Shameen, 11th December,
8.15 p.m.

Three of the four fortresses at Chun Nau-kwan, which were captured by the Kwangsi bandits some days ago, have at last been re-taken by the Government troops under Colonel Luk.

The fortresses were stormed with great gallantry by the Imperial forces, against a desperate resistance which was offered by the bandits.

After two days' and nights' hard fighting, in the course of which severe losses were experienced on both sides, the brigands were completely overpowered, and surrendered on the 8th inst.

The number of the casualties has not yet been ascertained.

(See page 1.)

The Commander-in-Chief, China.
London, 10th December.

Rear-Admiral Hon. Sir Hedworth Lampson, C.B., K.C.V.O., has been appointed Commander-in-Chief on the China Station.

The Fifth Lancers.

The decision of the Army Council finds Major A. V. L. Wood, I.S.O., by 19 to be inefficient as a regimental officer, and his retention in the service not in the interests of the Army.

The reports of his superiors are unbiased though abrupt, and in some instances unnecessarily strongly worded.

Later.

Railway Appointment.
Mr. Steel, of the Caledonian Railway Company, has been appointed Assistant Traffic Manager of the Imperial Railways in China.

The P. and O. Meeting.

At the meeting of the Peninsula and Oriental Steam Navigation Company, Sir Thomas Sutherland said that the whole of the Company's inter-colonial trade between Bombay and Japan, had, for the present, been wiped out by Japanese competitors. He imagined that the Japanese companies were being forced by the Government to increase their sailings from Bombay, and was of the opinion that the present increase in competition was hardly fair in view of the fact that, during the war, the P. and O. Company carried the whole of that trade for the benefit of Japanese manufacturing interests. Seemingly the soul of the people which had lain dormant for centuries had suddenly awakened into almost supernatural activity.

COOKIE'S BAD ACCIDENT.

HIS FOLLY COST HIM A LEG.

A most unfortunate accident occurred on the Hongkong, Canton and Macao Steamboat Company's wharf at two o'clock yesterday afternoon, as the result of which a coolie, whose name was not obtained by the police, owing to the fact that he was removed to hospital by his friends, lost a leg. According to the story related by eye-witnesses to Inspector Warnock, it would appear that about 2.40 o'clock yesterday afternoon the steamer *Falspan* reached port from Canton. As he was making fast to the wharf a number of coolies, as usual, in their hurry to get on board before the ship was made fast, jumped aboard and landed safely on the lower deck. One coolie, was not so successful. He jumped but only one leg reached the deck, the other—right side, got caught between the wharf and the still moving vessel and was cut clean off as far as the top of the calf. His friends on the wharf realising the coolie's excruciating agony brought him ashore, but by this time he was in an unconscious condition. He was removed to the Tung Wah Hospital for treatment.

**COMMERCIAL PREDOMINANCE
IN THE FAR EAST.**

SOME STARTLING FIGURES ABOUT HONGKONG.

The *Peninsular West Indian Gazette* publishes some remarkable statistics showing how German trade is extending in all directions in the Far East.

This is particularly the case in Hongkong, where 170 leading commercial positions are held by Germans. Five out of the ten directors of the Hongkong and Shanghai Banking Corporation, including the president, are Germans, and thirty German firms have formed a co-operative alliance. The business done by these firms exceeds that done by all the British firms in Hongkong.

WEST RIVER PATROL.

COMMODORE LI AND BRITISH
COMMANDER TO CONFER.

ANOTHER JUNK PIANTED.

(From Our Own Correspondent.)

Canton, 11th December.

This morning, Comm'r Mr. i Chu will receive the Commander of the H. M. S. *Cadmus* and confer with him on matters pertaining to the West River patrol service.

ANOTHER MEETING.

The Self-government League, seeing that up to the present there are no signs of the British Flotilla leaving the waters of the West River, has issued circular calling a meeting for the 12th instant, to discuss matters in connection with proposed further protest to the authorities.

A CHINAMAN'S SUGGESTIONS.

A Mr. Teo has suggested in a letter to the Press to take active step immediately. It is necessary, he contended, for the people of the two Kwang provinces, to be united in strength, and to purchase, by funds raised among themselves, five patrol cruisers, with a speed of eighteen knots and well furnished with men and ammunition. These cruisers, he suggests, should be stationed at allotted sections along the river, and should continually cruise both by day and night. In this way it is expected that in cases of piracy or robbery the launches will always be ready to pursue the marauders. Funds for the purpose should be raised by merchants and others, and a certain sum of money should be appropriated annually from the Customs and the Linen revenues to maintain these cruisers. If the above suggestions be carried out with success, the writer observes, the West River mercantile launches will be left in a peaceful state and then foreigners will have no further cause for interfering with the internal government of the province.

JUNK PIANTED.

A junk (owner named) Lun Sun-man, has informed the Magistrate of Nanchow, that his junk was pirated, on the 8th instant, whilst passing a place called Wangsha, in the district of Nanchow, by pirates who boarded the junk as passengers; besides others who arrived by land by pre-arrangement. All goods and cargo carried by the junk were taken away.

CHINASH PROCESSION.

THE STATEMENT OF ACCOUNTS.

The following are the accounts in connection with the recent Chinese processions in Hongkong:—

Chinese Procession (Committee Section).	To Subscription	\$29,354.95
Premium on Bank notes	32.75	
Interest	28.00	
		\$29,416.69

By Expenses
 5,706.59 |

Subscription Alice Memorial Hos-

pit
 4,023.00 |

Subscription Ya Mi Ti Hospital
 4,900 |

Public Dispensaries
 471.10 |

\$29,416.69

HO KOM TONG,
Hon. Treasurer.

A UNIQ IN PUYAGE.

DISABLED "NORRONA" TO LED TO SHANGHAI.

The N. C. D. *News* of the 7th inst. says:—The Shanghai Ting and Lighter Company's tug *Victoria* returned here yesterday afternoon after a unique voyage to Vladivostok. The *Victoria*, under the command of Mr. B. Finch, the company's superintendent, left Shanghai on the afternoon of the 16th ultimo. Captain Olin, of the *Alexandra*, was also on board. A strong northerly gale was experienced during the voyage to Nagasaki. There the *Victoria* remained for two days, leaving for Vladivostok on November 21. She made Askold Island in a north-westerly gale and snowstorm on November 21, and entered Vladivostok the following day. The *Norrona*, a vessel of about 1,800 tons net, originally a Norwegian vessel, but now under Korean flag, was awaiting her arrival. The *Norrona* went ashore about three months ago six miles north of Vladivostok. It was fourteen days before she was refloated, with a broken stem-post, no rudder, and only one blade of her propeller left. After a stay of two days at Vladivostok the *Victoria* with the *Norrona* in tow left for Shanghai, at noon on November 26. One hundred fathoms of ten-inch hawser, and twenty fathoms of the *Norrona*'s anchor chain were used for towing her. The *Victoria* and her tow put into Fusan, owing to a strong northerly gale and want of coal, at 9.30 p.m. on the 25th ultimo. For twelve hours during the voyage between Vladivostok and Fusan those on board the *Victoria* were unable to see the *Norrona*, owing to a snowstorm, and communication was kept up by whistle. Leaving Fusan on the 1st instant the *Victoria* headed straight for Shanghai, arriving outside the Bell Buoy at noon on the 4th. Here an unfortunate accident happened, while the *Norrona* was coming to anchor. The tow rope fouled the *Victoria*'s propeller, and Mr. Finch had to dive in the icy cold water to cut it loose. The *Norrona* was brought up in by the *Victoria* and the *Samoa* yesterday, was towed up to the upper limits and then turned round and laid alongside Tungkakau wharf at 4 p.m. The *Victoria*'s best day's run with her tow was 8½ miles; some days owing to the bad weather only 1½ miles were made. We believe this is the longest and most difficult tow ever undertaken by a local tug-boat company, and the owners, and those in charge of the *Victoria*, deserve every credit for the successful accomplishment of the long and

DEATH OF MR. PLOUDDES.

A WELL-KNOWN KOBE RESIDENT.

The *Japan Chronicle*, of 3rd inst., says:—The death occurred early yesterday morning, at his residence, 79 Kianochō, 8-chōme, Kobe, of Mr. C. J. W. Ploudes, popularly known as Capital Ploudes, from heart disease, at the advanced age of 81 years. Mr. Ploudes had suffered from chronic asthma, and had been illing more or less for the past two years, but recently, as last week he was seen down in the Settlement. A few days ago, however, his health became worse, and he gradually sank, expiring at 1.30 a.m. yesterday morning. We understand that arrangements for the funeral are not yet completed, but the remains will be cremated.

ANOTHER MEETING.

The Self-government League, seeing that up to the present there are no signs of the British Flotilla leaving the waters of the West River, has issued circular calling a meeting for the 12th instant, to discuss matters in connection with proposed further protest to the authorities.

A CHINAMAN'S SUGGESTIONS.

A Mr. Teo has suggested in a letter to the Press to take active step immediately. It is necessary, he contended, for the people of the two Kwang provinces, to be united in strength, and to purchase, by funds raised among themselves, five patrol cruisers, with a speed of eighteen knots and well furnished with men and ammunition. These cruisers, he suggests, should be stationed at allotted sections along the river, and should continually cruise both by day and night. In this way it is expected that in cases of piracy or robbery the launches will always be ready to pursue the marauders. Funds for the purpose should be raised by merchants and others, and a certain sum of money should be appropriated annually from the Customs and the Linen revenues to maintain these cruisers.

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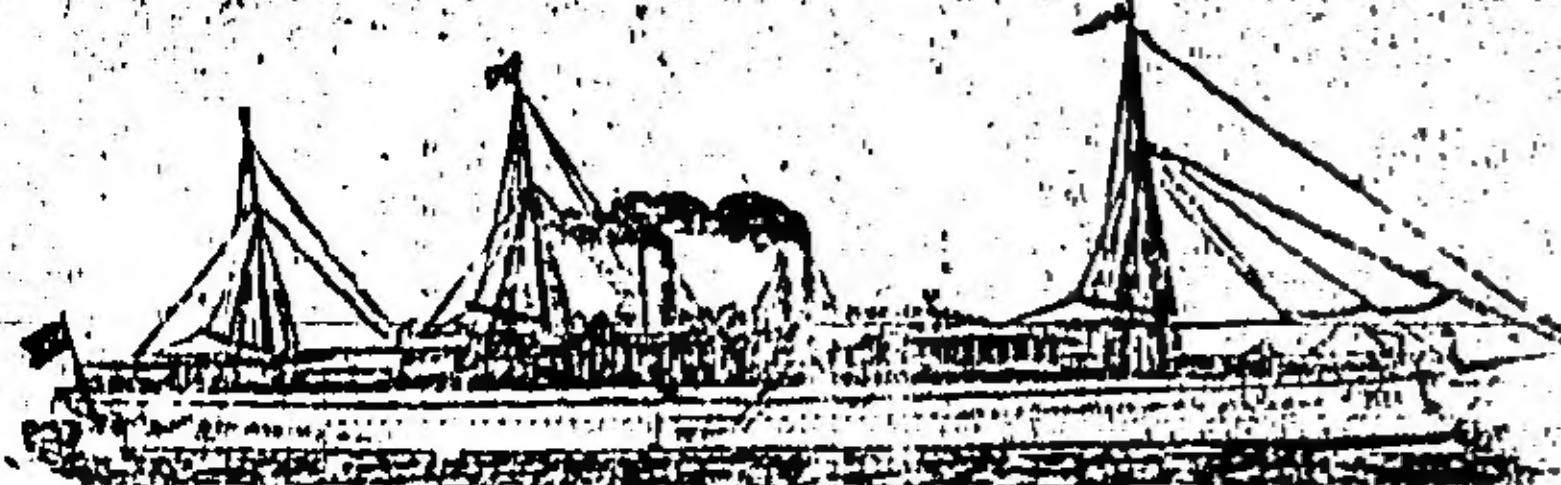
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.
The only Line that Maintains a Regular Schedule Service, of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCUVER. 18 Days HONGKONG to VANCUVER.

PROPOSED SAILINGS (Subject to Alteration).
R.M.S. Tons. LEAVE HONGKONG ARRIVE VANCUVER
"EMPEROR OF CHINA" 6,000 THURSDAY, Dec. 19th Jan. 6th
"EMPEROR OF INDIA" 6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.
Hongkong to London, 1st Class via St. Lawrence River Liners or New York £71.10.
Hongkong to London, Intermediate on Liners £71.10.
Steamers, and 1st Class on Railways, via New York £42.
First-class rates include cost of Meals and Berths in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "Interim-dine" passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan's Government.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 10th October, 1907.

Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO. LTD.
(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).
For Steamship. Od.
SHANGHAI HANGSANG FRIDAY, 13th Dec., 4 P.M.
MANILA TUBWSANG FRIDAY, 13th Dec., 4 P.M.
SHANGHAI WAISHING FRIDAY, 13th Dec., 4 P.M.
SINGAPORE, SAMARANG and ONSANG SATURDAY, 14th Dec., 5 P.M.
SOURABAYA LOONGSANG FRIDAY, 20th Dec., 4 P.M.
MANILA

REDUCED FARES TO STRAITS & CALCUTTA.
Single. Round.
Hongkong to Singapore, 1st Class 65 \$100
Penang 65 130
Calcutta 105 250

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading in Chefoo, Tientsin, via Ching-Wan-Tau, and Yangtsze Port.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 10th December, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR SAIL.
MANILA, ZAMBOANGA & COLONIES TS. MAX 13th Dec., 4 P.M.
CEBU & ILOILO KAIFONG 13th
SWATOW & SHANGHAI XIUKIANG 14th
MANILA TEAN 17th
SHANGHAI SHAOHSING 21st
HOIHOW & HAIPHONG SINGAN 22nd daylight.
MANILA TAMING 24th 4 P.M.
SHANGHAI YOHOW 27th

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1,540	R. Rodger	MANILA	SATURDAY, 14th Dec., 1907.
RUHL	1,540	Almond	"	SATURDAY, 21st Dec., 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th December, 1907.

HONGKONG NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship.

To sail.

For Freight and further information, apply to

SHEWAN TOMES & CO.,

Hongkong, 10th December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



167 Ocean Steamer

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA
HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewards etc carried.
Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG 1st Dec. SCANDIA 8th Jan., 1908

RHENANIA 21st Jan., 1908 HABSBURG 9th Jan., 1908

HOHENSTAUFEN 22nd Feb., 1908 RHENANIA 10th Feb., 1908

Hongkong, 28th November, 1907. HABSBURG-AMERIKA LINIE.

Homeward.

SCANDIA 8th Jan., 1908

HABSBURG 9th Jan., 1908

RHENANIA 10th Feb., 1908

HOHENSTAUFEN 25th March, 1908

Consignees.

NOTICE TO CONSIGNEES.

THE P. & D. S. N. CO.'s Steamer
"NILE,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be affected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Godowns' representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th December, 1907.

For Sale.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
CO. LAND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and P. & O. SPECIAL LIQUER SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT REASONABLE PRICES

Hongkong, 7th March, 1907.

Sole Agents for
HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE
TO CLEAR AT VERY MODERATE
PRICE.

REMINGTON,
HAMMOND,
BARLOCK
NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES
and BOATS

FOR HIRE AT BLAKE PIER,
DAY AND NIGHT PER HOUR 25

New Bicycles
for Hire.

NEW CYCLES FROM \$65 EACH.

REPAIR TO MOTOR BOATS, CARS,
and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,
NO. 11, D'AGUILAR ST. and KOWLOON.
Hongkong, 27th November, 1907.

SWATOW DRAWN WORK
COMPANY,
38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE
LINEN, GRASS CLOTH, &c.,
all of the best quality;

ALSO
SWATOW BEST PEWTER-WARE,
CANTON EMBROIDERY and CHINESE
LACES,

all from the best French pattern.

HONGKONG and SWATOW.

Hongkong, 10th October, 1907.

THE NEW FRENCH REMEDY
TRADE: THERAPION

This successful and highly popular remedy, made in the Continental Hospital by Ricord, Rottan, Robert, Vilpeau, Malouet, the well-known Chassaignac, and indeed by all who are regarded as authorities in the medical profession, has been adopted in the celebrated Lilleland, and Ross, by whom it was some time ago uniformly adopted, and that it is worthy the attention of all who are interested in the welfare of their families. There is no doubt, that the use of this remedy is of great benefit.

A WONDERFUL DISCOVERY.
This preparation is unquestionably one of the most general and valuable Remedies that has ever been invented. It is a true Remedy for all diseases, and especially for those that are chronic, and for those that are of long duration. It is a true Remedy for all diseases, and especially for those that are chronic, and for those that are of long duration. It is a true Remedy for all diseases, and especially for those that are chronic, and for those that are of long duration.

Optional Cargo will be forwarded on unless Intimation is received from the Consignee before 6 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 16th December, at Noon, will be subject to rent and loading charges.

All damaged packages will be examined on MONDAY, the 16th December, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong 9th December, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delayed from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after Noon, of the 12th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such as go impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & CO. LIMITED,

Agents.

Hongkong, 10th December, 1907.

10

Sold by all Chemists.

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Shipping.

Arrivals.

King Sing, Br. ss., 1,123, Leek, 10th Dec., Shanghai 8th Dec., Gen.—J. M. & Co.; Nippon, Aust. ss., 4,017, E. Tarabochi, 10th Dec., Singapore 3rd Dec., Gen.—S. W. & Co.; Wakamatsu Maru, Jap. ss., 1,720, N. Godai 10th Dec., Moji 6th Dec., Coal—M. K. K.; Yerina Maru, Jap. ss., 2,350, N. Kobayashi 10th Dec., Moji 6th Dec., Coal—D. & Co.; Holstein, Ger. ss., 985, A. Neijoh, 10th Dec., Swatow 10th Dec., Gen.—J. & Co.; Macdon, Br. ss., 1,882, W. H. Holley, 10th Dec., Canton 11th Dec., Ballast—D. & Co., Ld.

Tsien, Br. ss., 2,300, C. Lindbergh, 11th Dec.,—Kobe 5th Dec., Gen.—B. & S.; Courtfield, Br. ss., 4,117, J. Wiseman, 11th Dec.,—Ching-wang-tau vi. Chefoo, 11th Dec., Ballast—G. L. & Co.

Delhi, Br. ss., 4,783, J. D. An news, R.N.R., 12th Dec.,—Bombay 12th Nov., and Singapore 10th Dec., Mails and Gen.—P. & O. S. Co.

Melita, Br. ss., 2,809, R. A. Peeters, 12th Dec.,—Shanghai 10th Dec., Mails and Gen.—P. & O. S. Co.

Mausund, Br. ss., 1,644, R. Houghton, 13th Dec.,—Sandakan 10th Dec., Timber and Gen.—M. & Co.

Hongkong, Fr. ss., 742, A. Cornelissen, 10th Dec.,—Haiphong and Ichow 11th Dec., Gen.—A. K. M.

Sado Maru, Jap. ss., 3,800, Gen. Anderson, 10th Dec., London via Suez Canal 14th Nov., Gen.—N. Y. K.

Yehoiki Maru, Jap. ss., 4,677, B. Kon, 10th Dec.,—Moji 6th Dec., Gen.—N. Y. K.

Nanwa, Jap. cruiser, 1,000, H. Kubota, 12th Dec.,—Amoy 11th Dec.

Uji, Jap. gunboat, 650, H. Furukawa, 12th Dec.,—Shanghai 8th Dec.

Nobuo, Ger. cruiser, 1,000, Langemak, 12th Dec.,—Tian-tai and Swatow 10th Dec.

Standard, Nor. ss., 894, H. N. Bell, 12th Dec.,—Amoy 10th Dec., Ballast—Walem & Co.

Clearances at the Harbour.

Hangany, for Swatow.

Yehoiki Maru, for Singapore.

Kongwo, for Canton.

Kashing, for Tsinghau.

Szechuan, for Saigon.

Departures.

Dec. 12.

Canton, for Sai on.

Dagay, for Haiphong.

Laitis, for Saigon.

Huph, for Haiphong.

Huph, for Tian-hou.

Leaven, for Singapore.

Titan, for Singapore.

Kinella, for Canton.

Kwangtung, for Canton.

Kwangtung, for Calcutta.

Kinking, for Chefoo.

Wanchow, for Amoy.

Hangany, for Shanghai.

Passengers arrived.

Per King Sing, from Shan-hai—Mr. Lim-buck, and Master Grimes.

Per Mustang, from Sandakan, Mr. Beyan, and Co. Chinese.

Per Cowfield, from Chefoo—Dr. J. Hunt, Dr. Kingdom-Ellis, Mr. D. Forbes, and 13 Chinese.

Per Malib, from Shanghai for Hongkong—Mr. and Mrs. F. C. Peters, Major K. B. Barnet, and Mr. W. S. Brown, for Singapore—Mr. F. C. Mis, and Miss Taylor, and Miss Allen, for Colombo—Mr. H. C. Ullyard, for Bombay—Mr. R. S. Abdulla, for Calcutta—Mr. S. S. McKee, from Yokohama for Hongkong—Miss G. E. Hewitt, H. Stevenson, Mr. and Mrs. Ali Choo and infant, Messrs. Abdul-Nia-sally and James Cahorey, for Martlesham—Mr. A. A. Collett, and Rev. J. H. Lawrie.

Shipping Reports.

Sir "Courtfield," from Chi-kwang-tau via Chefoo—Strong N.E. monsoon.

Sir "Hawking," from Sandakan to Kaponee—Light N.E. winds and fine; Kaponee to Hongkong. Heavy N.E. gale and high sea, with cloudy weather.

VESSELS IN PORT

STEAMERS.

Anghin, Ger. ss., 1,001, Chin. F. Impel, 9th Dec.—Saigon 3rd Dec., Rice and Meal—B. & S.

Arraton Apacar, Br. ss., 2,931, A. Stewart, 10th Dec.,—Calcutta via Benang and Singapore 4th Dec., Gen.—D. S. & Co., Ld.

Asia, Br. ss., 4,075, Harry G. Gunkroger, 6th Dec.,—San Francisco 8th Nov., Honolulu 15th, Yokohama 28th, Kobe 20th, Nagasaki 1st Dec., and Shanghai 4th, Mails and Gen.—P. & O. S. Co.

Borneo, Ger. ss., 1,344, F. Sembill, 6th Dec.,—Sandakan 30th Nov., Timber and Gen.—M. & Co.

Drillar, Nor. ss., 1,162, H. Birg, 5th Dec.,—Bangkok 24th Nov., Gen.—N. Y. K.

Empress of China, Br. ss., 3,046, R. Archibald, R.N.R., 10th Nov.,—Vancouver, B.C., 20th Oct., and Shanghai 17th Nov., Mails and Gen.—C. P. R. Co.

Glenesk, Br. ss., 2,774, J. Referever, 30th Nov.—Salon, Cux, 16th Nov., Ballast—C. M. S. Co.

Halching, Br. ss., 1,267, A. E. Hodgins, 11th Dec.,—Fochow 10th Dec., Amoy 9th, and Swatow 10th Dec., Gen.—D. L. & Co.

Hanging, Br. ss., 1,356, J. Wilde, 11th Dec.,—Canton 10th Dec., Gen.—J. M. & Co.

Jacob, Diederichsen, Ger. ss., 653, Henson, 8th Dec.,—Holloway 7th Dec., Gen.—J. & Co.

Joshin Maru, Jap. ss., 7,43, H. S. Smith, 1st Dec.,—Swatow 10th Dec., Gen.—O. S. K.

Kialong, Br. ss., 1,024, Mathias, 11th Dec.,—Hojo 6th Dec., Ballast—B. & S.

Keong Kai, Ger. ss., 1,115, J. Kohler, 6th Dec.,—Bangkok 1st Dec., Gen.—B. & S.

Mandara Maru, Jap. ss., 4,345, P. Hallstrom, 26th Nov.,—Japan 21st Nov., Coal—M. B. K.

Mercedes, Br. ss., 3,00, J. S. McGregor, 21st Sept.,—Weihaiwei 16th Sept., Ballast—Admiralty.

Onsing, Br. ss., 1,287, R. Cor, 1st Dec.,—Java 21st Nov., Sugar—J. M. & Co.

Pahat, Ger. ss., 1,018, F. Wanzen, 1st Dec.,—Bangkok 21st Nov., Gen.—B. & S.

Patani, Ger. ss., 1,016, W. Hobson, 10th Dec.,—Europe via Bangkok 21st Nov., Rice and Gen. Order.

Petchaburi, Ger. ss., 1,173, C. Wolf, 1st Dec.,—Bangkok 27th Nov., Rice—B. & S.

Samsen, Ger. ss., 985, F. Schmitz, 1st Dec.,—Bangkok 22nd Nov., Gen.—B. & S.

Sandoval, Br. ss., 2,66, A. L. Paterson, 1st Dec.,—Moji 10th Nov., Ballast—D. & Co., Ld.

Schiller, Br. transport, 6,605, C. H. Watkins, N.W.E. 10th Dec., Southampton 1st Oct.

Szechuan, Br. ss., 1,142, Siford, 11th Dec.,—Shanghai 6th Dec., Gen.—J. M. & Co.

Taiwan, Br. ss., 1,071, J. A. Martin, 28th Nov.,—Salon 21st Nov., Rice—C. H. Watkins.

Talib Maru, Jap. ss., 1,046, H. Terumoto, 20th Nov.,—Kobe 20th Nov., and Moji 23rd, Coal and Gen.—Walem & Co.

Victoria, S.S., 985, J. A. Hellberg, 4th Dec.,—Pibalong and Samarang 21st Nov., Sugar and Cotton—Samarg, Thorpe and Co.

Woolwich, Br. ss., 1,845, A. Stoker, 13th Nov.,—Moji 8th Nov., Coal—D. & Co., Ld.

Zafiro, Br. ss., 1,629, Al-Paser, 9th Dec.,—Mindanao 12th Dec., Hemp and Sugar—S. T. & Co.

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Zafiro,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	50,000 40,000	\$125 \$125	\$125 \$125	{ \$1,000,000 \$1,750,000 \$200,000}	\$1,797.167	{ \$1.15/- for 1-year ending 30.6.07, @ ex- 2/3/10= \$10.04	5 %	\$710 buyers \$710 buyers now issue London \$82
National Bank of China, Limited	9,025	\$7	\$6	{ \$12,735 \$300,000}	\$71,243	\$2/- London 3/6, 1907		\$51
MARINE INSURANCES.								
Ganton Insurance Office, Limited	1,000	\$250	\$50	{ \$1,160,000 \$120,058 \$125,000}	none	\$20 for 10/-6	8 %	\$350
North China Insurance Company, Limited	1,000	\$15	\$5	{ \$1,100,000 \$18,424}	Tls. 224.4.4	{ Final of 7/6 per share making in all 15/- for 1906=Tls. 2.05	6 %	Tls. 89 buyers
Union Insurance Society of Canton, Limited	3,400	\$250	\$100	{ \$3,000,000 \$70,000 \$450,407 \$317,028 \$319,183 \$1,088}	11,604.0	{ Final of \$12 making \$12 for 1905 and interim of 7/6 for 1906	5 1/2 %	\$785 buyers
Yaogtse Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$320,449 \$7,616	\$394.520	\$1/- for year ending 31.12. 5	8 %	510 sellers &c.
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,256,483	\$362.980	\$1/- and bonus \$2/- for 1905	8 1/2 %	910 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$435.236	\$40/- for 1905	12 1/2 %	13121
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$204,638 \$66,988}	\$365	\$1/- for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$50,000}	Nil.	\$4/- for year ending 30.6.07	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$186,989}	127,101	\$1/- for 1st half-year ending 30.6.07	6 1/2 %	\$33 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	10,000 63,000	25	25	{ \$60,000 \$270,000}	43,694	5/- for 1906 @ ex 2/3-\$1.4 per share	3 1/2 %	\$40 sellers \$28 sellers
Shanghai Tug and Lighter Company, Limited Do. (Preference)	100,000 100,000	Tls. 50	Tls. 50	{ Tls. 50 \$1/-	Tls. 13,372	Interim of Tls. 1/- for account 1907	12 %	Tls. 44 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	{ \$400,000 \$1,871 \$85,000 \$32,957}	173,379	Interim of 1/- (Coupon No. 8 for a/c 1907)	11 1/2 %	Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$18,980 Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000}	1137	{ \$1.00/- for year end 6/12/1907 \$0.50/-	4 1/2 %	521 buyers \$101 buyers
Taku Tug and Lighter Company, Limited	4,000	Tls. 50	11/- 50		18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	14,000	100	100	{ \$450,000	19,218	-8 for year ending 31.12.06	8 %	\$100
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	than 8,935	... Tls. 4 (8 %) for year ending 31.8.06	5 %	\$10 buyers Tls. 80 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £15,000 £84,393	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 151 buyers
Raub Australian Gold Mining Company, Limited	50,000 50,000	£1 £1	£1/10 £1	{ £4,873	11.12 of 1/-=48 cents	...	181	
DOCKS, WHARVES, & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124	110,335	\$1.75 for year ending 31.1.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$0	{ \$10,000 \$23,152 \$30,000}	13,047	Interim of \$2 for six months ending June 30th 1907	6 %	165
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$50,000 \$1,000,000	491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$97 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	£1/- 100	100	{ £5,700 \$47,250 Tls. 10,100 Tls. 190,100 Tls. 75,000}	16,104.59	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 73 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	5/- 100		11.23,117	Interim of Tls. 8 for account 1907	9 %	Tls. 198 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$10,000 \$125 \$15	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 1031 \$101 sellers
Astor House Hotel Company, Limited (Shanghai)	50,123	\$25	\$25	{ \$15,000 \$1,000 \$15	310,908	\$2/- for year ending 30.6.07	10 1/2 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,000 \$10,000	19,78	\$1.80 for 1906	13 %	300 buyers
Hongkong Land Investment and Agency Co., Ltd.	20,000	\$100	\$100	{ \$20,000 \$100,000 \$100,000	110,925	\$4 for 1st half-year ending 30.6.07	10 %	195
Humphreys Estate & Finance Company, Limited	14,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	56,218	Interim of \$3/- for half year ending 30.6.07	7 1/2 %	\$101
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$1,080	51,152	80 cents for 1906	7 1/2 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 10	5/- 50	{ Tls. 860,493 Tls. 170,000 \$none	11.6,978	\$1/- for 1906	7 1/2 %	Tls. 200 buyers
West Point Building Company, Limited	2,500	\$50	\$50		11,519	Interim of Tls. 3 for account 1907	8 1/2 %	\$48 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	1,000	Tls. 50	50	{ Tls. 150,000 Tls. 45,593 \$60,000	16,4986	Tls. 10 for year ended 31.10.1906	20 1/2 %	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	114,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 250,000 Tls. 100,000 \$none	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 30 sellers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 50,000 Tls. 25,257	Tls. 31,469	Tls. 8 for 1906	...	Tls. 70 sellers
Soy Choo Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 50,000	Tls. 50,000	Tls. 50 for 1906	...	Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,664	12/5	12/5	{ £1,299 \$10,000 \$100	1648	1/3 per share for 1906	9 %	161
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$1,000 \$12	1653	\$3 for 1905	...	\$10 buyers
China-Borneo Company, Limited	1,000	\$25	\$25	{ \$1,000 \$100	Nil.	\$1 for 1904	...	\$100 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$100	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 621 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ none \$1,000	125,000	60 cents for year ended 28.2.06	16	16
Do. Do. special shares	50,000	\$1	\$1	{ \$1,000	1853	80 cents for 1906	22 1/2 %	\$9 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	2,4974	\$1.30 for year ending 31.7.07	8 %	\$161 buyers
Dairy Farm Company, Limited	25,000	\$71	56	{ \$10,000 \$10,000 \$10,000	110,804	Interim of 50 cents per share for a/c 1907	9 %	\$111
Green Island Cemetry Company, Limited	400,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	115,002	\$4 for year ending 28.2.07	11 1/2 %	\$161 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$10,000 \$10,000 \$10,000	52,953	11 per share for year ending 28.2.07	6 1/2 %	\$15 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$10,000	11.10,374	Interim of \$4 for 1-year ending June 30th 1907	2 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$45	\$45	{ \$10,000 \$10,000 \$10,000	54,374	Interim of \$4 for 1-year ending June 30th 1907	2 1/2 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	54,212	Interim of \$4 for 1-year ending June 30th 1907	2 1/2 %	Tls. 335 buyers
Maaitschappij tot Mijn, Bosch en Landbouwspoor in Langka, Limited	25,000	Rs. 100	Rs. 100					